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Box 136

ELEVEN YEARS OF ROBBERY AND RUIN

From the Morning Herald

THE CROWN LANDS

The Local Government of Nova Scotia, through its present nominal leader, Hon. P. C. Hill, has dared once more to solicit the confidence of the people of this Province. We say "dared" because we can hardly conceive of a more impudent and unreasonable request. For the thief who has stolen nearly all your property to ask still to retain your confidence; for the servant who has embezzled all your fortune to ask to retain his place; or for the scoundrel who has brought indelible shame upon your family to still expect your esteem; might each be regarded as somewhat presumptuous; but we undertake to show that the claim put forth by the present Local Government of Nova Scotia surpasses all combined in effrontery and brazen mendacity. The men who now form that Government, and those who were the predecessors, and whose policy and sins they became responsible for, have brought upon the people of this Province both disgrace and ruin, and that in their deepest and most dangerous character.

The electors of Nova Scotia have only to look at the history of this country for the past eleven years in order to discover the extent of the dishonesty and incapacity of Hon. P. C. Hill, his colleagues, and predecessors. It becomes our duty, as it is the duty of every citizen, to scan that history, and in answer to Mr. Hill's misleading and

misleading apologies present the record of "evil only evil, and that continually" which is really the history of the corrupt and dying administration which it is his fate to lead.

There is no part of their dishonest record that reveals their dishonesty so fully as that which relates to the wholesale squandering of the public domain. It is almost beyond belief that any body of men could be found so wanting in patriotism as to wilfully, and corruptly, dissipate and destroy one of the principal sources of their country's revenue, and yet that is precisely what these men have done. In 1867, the amount of Crown Lands which this Province possessed was (*vide Assembly Journals, app'x No. 5*) 7,315,212 acres. This was certainly a good heritage, being within a few hundred thousand as much Crown Lands as New Brunswick possessed, and owing to its proximity to the sea, much more valuable. Yet strange to say, while New Brunswick was able, in 1877, (while still retaining by far the major portion of its original domain) to receive a revenue of \$76,047.47 from its Crown Lands, our revenue for the same year from that source was only \$7,715.38, or only \$1200 over the working expenses of the Department! At the same time we retain (*vide report of Comr. of Crown Lands for 1877, p. 5*) only 2,487,412 acres!! What has become of the balance? What has pro-

duced the difference between us and New Brunswick? The Journals of the House of Assembly shew as follows:

No. of acres of ungranted lands in Nova Scotia on 1st Jan. 1867, as per report of Commissioner of Crown Lands, 1867 7,315,282
No. of acres granted since, as per journals of the House:

1867	107,948
1868	91,844
1869	64,763
1870	95,868
1871	134,705
1872	136,712
1873	115,936
1874	107,337
1875	46,483
1876	34,962
1877	25,758

956,316

6,358,966

Amount of ungranted lands 1st Jan. 1878, as per report of Commissioner of Crown Lands, 1877 2,487,419

Bal. unaccounted for 3,871,545

What has become of this three million and a half (allowing for the land granted for railway purposes) of acres of land. No man has ever risen yet to show, and no man is able to show. All that is known is that several merchants in Halifax who are in the habit of providing the sinews of war in Grit elections, have, during the past ten years become possessed of enormous tracts of territory—and certain remarkable scoundrels who sat in the Local House servilely supporting the Government, have been found to have grants of land for which they never paid, and possessed enormous tracts of territory for which in the nature of things they never could pay. Thus it has been brought about that scores of corrupt scoundrels have grown enormously wealthy; that a weak and corrupt Government has been wonder-

fully and mysteriously retained in power; and that a source of revenue which in New Brunswick yields \$76,000 per annum, has been in this Province, so dissipated and squandered that it yields comparatively nothing.

The evil effects on the Province of this scandalous and corrupt alienation of nearly the whole marketable Crown Lands of the country, are numerous and alarming. In the first place, a source of revenue which if properly guarded would have yielded this province at least \$40,000 per annum FOREVER, has been entirely wasted and destroyed. The people of Nova Scotia, as long as water runs and wind blows, will have \$40,000 a year less revenue than they might have had, if they had a wise and honest government. For the luxury of having the Grits in power for the past eleven years, we have in one department lost over three million acres of land, which at forty-four cents an acre would amount to at least \$1,200,000, and the proceeds of the 956,000 acres accounted for, wasted in useless and corrupt extravagance.

Another effect of the wholesale alienation of the public lands (the balance on hand being mostly barrens) will be to render it impossible for the young men of this Province, or parties who may wish to make this Province their home, ever to procure farms from the government at the government price. The lands of the Province will, by the maladministration of Mr. Hill and his predecessors, be locked up for generations to come, in the hands of selfish speculators, who may sell or not, as they see fit, and if they sell only at such prices as they chose to demand. What properly belonged to the people of Nova Scotia as a birthright to be enjoyed by them and their children after them, has been thus squandered and destroyed. An injury has thus been inflicted on this Province, which no arithmetic can adequately calculate. And all for what? Simply that a number of ambitious and dishonest politicians might be kept in power, and

that the support which they found it necessary to buy might be purchased and paid for! Will the electors of Nova Scotia vote to perpetuate the existence of a Government like this?

THE \$6,710.94.

In the Journals of the House of Assembly for 1870 (*App'x No. 18. p. 19*) appears the following entry of a payment made by the Local Government in the preceeding year: "ROBT. BOAK, Jr., to pay people's delegate's expenses to England, \$6,710.94." No authority whatever had been granted by Parliament for any such payment, and the appearance of such a disbursement naturally excited considerable feeling and discussion. Upon explanations being demanded from the Government it was at first stated that several gentlemen in Halifax having subscribed money to defray the expenses of the so-called "People's delegation," in 1876, this money had been paid by the Government to recoup them. This explanation, even if true, was far from satisfactory. It did not excuse the payment without authority of Parliament, and it established a most dangerous precedent which future administrations might use to the great loss of the Province. But even this explanation was soon found to be a falsehood. Hon. Senator Northup, Hon. W. J. Stairs, Judge Marshall, Mr. Seeton, and others who had been among the largest subscribers to that fund, at once came forward and positively denied that any portion of the money had been appropriated to the purposes for which it was ostensibly drawn, and that the subscribers who had borne the expenses of the "people's delegates" had never been recouped to the extent of a dollar. It was thus made apparent that the money, in ad-

dition to be illegally drawn, ~~HAD BEEN~~
~~DRAWN UPON FALSE PRETEXTS!!~~
 This discovery led to further investigation and inquiry, and it was ascertained that the money had actually been paid to a Grit Political League in this city, and had been used by them in hounding to death the Hon. Joseph Howe in his election in 1869! Thus it was established beyond question that this large sum of money had been illegally and dishonestly abstracted from the Treasury, and corruptly expended in attempting to defeat one of the greatest statesmen this Province ever produced. No more scandalous transaction was ever unearthed in this country. It was simply barefaced plundering of the Treasury combined with corruption and the basest ingratitude. In the House of Assembly in 1871 (*Debates 1871, p. 202*) Mr. P. C. Hill the present nominal leader of the Government said in reference to this affair:—"I maintain that the Government were guilty of a great wrong in the whole of that transaction. In the first place the entry in the public accounts was not a truthful one: the entry says paid to Robert Boak, Jr., to pay the expenses of the people's delegation. Now, a great number of those who contributed to these expenses—Mr. Stairs, Mr. Northup, Mr. Seeton, Judge Marshall, and others, have stated publicly that they never received any part of that money. Again, the money was taken without the vote of the Legislature, and for a long time the payment was concealed. It was only after a long interval that the Government brought it to light. Again, I hold, by the admission of the Treasurer, that the money was expended for corrupt and improper purposes—that it was expended in the elections which took place in two counties. That instead of setting an example of morality to the people, THE GOVERNMENT, FIRST APPROPRIATED THE PUBLIC MONEY UNDER FALSE REPRESENTATIONS; SECONDLY, THEY EXPENDED IT WITHOUT THE

"AUTHORITY OF THE LEGISLATURE;
"THIRDLY, THEY EXPENDED THE
"MONEY IN CORRUPTION."

This was Mr. Hill's deliberate opinion in 1871, and yet, although that money has never been refunded, Mr. Hill is now sitting cheek by jowl with the principal actor in that nefarious transaction. He is to-day asking for a renewal of power for the party that committed this series of crimes, while he neither attempts to deny the criminality of their conduct, nor to compel restitution by those, who have abstracted the money. This sum, which with interest now amounts to over \$10,000, still remains uncollected, in the hands of those who have no more right to the money, than any man can have to what belongs absolutely and properly to another. And still Mr. Hill, although he denounced the crime, as "a treble cord of disgrace," has the cool assurance to ask the people of Nova Scotia to still retain in power the party who alone are responsible for its perpetration! We have but little doubt that the electors of this Province will give a fitting answer to such a scandalous request.

\$200 "TAKEN TO PUT DOWN BRIBERY AND CORRUPTION."

Shortly before the Local General Elections of 1871, Mr. Hill's predecessor, the sainted Annand published in his newspaper a number of wonderful scandals reflecting on the character of the Hon. Dr. Parker, Hon. James McDonald, Mr. P. C. Hill and others. Mr. Annand in effect charged upon these men that they had attempted to bribe, seduce, and mislead one Peter McNab. These charges though promptly denied and refuted

by the gentlemen concerned, were nevertheless so industriously circulated and so persistently reiterated by Mr. Annand and his *protege*, Mr. McNab, that they had no small effect on the elections then pending. Having thus served the purpose for which they were originally designed, the subject ceased to be of any further interest to Mr. Annand or his paper.

The matter was, however, not allowed to rest. Mr. Peter McNab having in the meantime been appointed to an important office under the Local Government, was a few years afterward arrested charged with attempt to commit murder, but feigning insanity, was through the influence of the Local Government removed to the Insane Asylum. In 1874 Mr. McNab approached the House of Assembly by petition, in which he admitted his perfect sanity and fully exposed the means by which the slanders of 1871 had been concocted. Among other disclosures, he stated that he had received from Mr. Annand out of the Treasury of this Province, about the 1st of August, 1872, the sum of \$200, although he did not at that time nor for some time afterwards hold any office under the Government! (*Vide Assembly Debates, 1874, p. 80.*) So startling were these statements and disclosures, that Mr. Annand felt called upon to rise and explain. In the "Chronicle" newspaper of 1st April, 1874, appeared the following statement:

"Most of the statements made in the so-called petition of Peter McNab, presented in the House of Assembly on Monday, are, as we have said, false, and appear so on their face, and as the work of an insane man, the petition is not entitled to any attention. We may say, however, that there is one partially true statement in it, and that is that Mr. McNab received \$200 in advance from Mr. Annand. Unfortunately for Mr. Annand that is the fact. * * * * * Yielding to this pressure Mr. Annand advanced him \$200, trusting to be repaid when

Mr. McNab got his office. *The advance was a personal one.*"

This statement was so singular, in the face of the fact that the money had been paid out of the Treasury, that Mr. Woodworth moved for the appointment of a committee to investigate the whole matter. (*Debates* 1874. p. 83.) The committee proceeded to examine Mr. Annand, Mr. Brine (the chief clerk in the Treasurer's office), Mr. Vail and others. The evidence taken (*vide Assembly Journals app'x No. 40*) establishes the following facts:—

1st. That McNab had "approached" Mr. Annand, and that the scandals which were put in circulation in his name, were the result of an arrangement and conference between those worthies on Sunday, the 2nd April, 1871.

2nd. That the \$200 was paid by Mr. Brine, by Mr. Annand's orders, to Mr. McNab out of the money of the Province when no amount was due to McNab for any service whatever.

3rd. That the money was never repaid by either Mr. Annand, or McNab.

4th. That no entry of the payment was ever made on the books of the Treasurer's office.

Notwithstanding the fact that the majority of the committee (composed of Mr. Samuel Freeman and Mr. W. H. Wyld—whose peculiar relations with the Government have since been brought to light, and which was no doubt the cause of their being selected) reported exonerating Mr. Annand, the facts were undeniable that Mr. McNab had received \$200, for which he had given no honest consideration, and that the Province had lost \$200 which Mr. Annand refused to refund.

The public were also shown by this exposure how Grit "scandals" were manufactured, and the infamous means to which Mr. Annand and his party would stoop to injure the character of gentlemen whom they knew to be above reproach. The remarkable book-keeping of the Treasurer's office was also made apparent, which could lose \$200 and still could make accounts balance! The spectacle of the leader of a Government, spending Sunday concocting slander in company with a person like McNab is disgraceful in the extreme. A Treasurer taking \$200 of the money of the Province, to reward a person who had served his base purposes, is certainly

not reassuring. A system of bookkeeping which can pay money without showing it, is certainly not the system best adapted for the government of this, or any other country. And yet it is to condone such offences, and to perpetuate such a system of government, that Mr. Hill invites the electors of this country to support him and his party! Verily he shall receive his answer.

THE PUBLIC PRINTING.

From 1867 to 1875, Mr. W. B. Vail was Provincial Secretary, and William Annand Premier and Treasurer of this Province. They were placed in their positions by the party now in power; they are still controlling spirits in the policy of the Government; and Mr. Hill and his colleagues are fully responsible for their conduct while holding these offices. During the aforementioned period, Mr. Annand was, with his son, Charles Annand, a proprietor of the "Chronicle" newspaper, and Mr. Vail was, from 1871 until 1878, with Mr. Jones, M. P., a proprietor of the "Citizen." Mr. Hugh W. Blackadar, the present political Postmaster of Halifax, was also, up to 1875, Queen's Printer, and a proprietor of the "Recorder" establishment. The dealings, therefore, of the "Chronicle," "Citizen," and "Recorder" with the Government will be seen to be the transactions of Messrs. Annand, Vail, and Blackadar respectively. The business dealings of the Premier, the Provincial Secretary, and Queen's Printer, of a Government with the Government of which they were such important officers, and of which two of them at least were the sworn custodians of its Treasury, would naturally be expected to be particularly straightforward and above reproach. While, previously in our history, leading members of Governments had frequently been accused of allowing others to have highly remunerative dealings with their Governments, up to 1867—to the credit of this country—no man had ever dared to impeach the personal honesty of any member of any

of our Governments, as far as related to their personal dealings with the Government, with which they were connected. Unfortunately for Nova Scotia, this state of affairs only lasted until 1867. In that year, the men whose names we have mentioned were intrusted, as we have indicated, with our affairs, and the results were, as we will show, a heavy pecuniary loss to the Province, and an indelible disgrace on our Provincial history. Their advent to power was unpromising in the extreme. It was known that Mr. Annand, while previously in the Government, from 1859 to 1863, had become connected with a notorious swindling concern—"the Nova Scotia Land and Gold Crushing and Amalgamating Company"—the dishonest transactions and collapse of which had completely ruined, in England the credit of Nova Scotia mining stock. Mr. Vail's well-known avarice and inability to distinguish between right and wrong, gave him also a doubtful character. But no person suspected, and very few have even yet, an adequate conception of, the extent to which these men were prepared to cheat and defraud, and did in fact cheat and defraud, the Treasury of this Province. By a sort of tripartite agreement, by which each of these worthies agreed to wink at and conceal the dishonesty of the others, Mr. Annand, Mr. Vail, and Mr. Blackadar, commenced, and for many years prosecuted, a series of transactions, and a system of dealing—in the matter of Public Printing—with the Government (of which two of them were members, and the other Queen's Printer) that, considering the positions of the parties, their long continued operations, and the magnitude of the sums which they abstracted from the Treasury, surpasses in criminal dishonesty any "scandal" that was ever unearthed in this or any other country enjoying constitutional Government. It was different from the "Beauport Scandal" in Quebec, our own "Crown Lands Scandal," or the "Steel Rails," "Goderich Harbor," "Neebing Hotel," and other multitudinous scandals which disgrace the Dominion Government; inasmuch as they only reveal dishonest dealings of the governments with supporters, while in the matter of Public Printing the members of our Government dealt dishonestly with themselves as a Government for the benefit of themselves as

printers—swindling themselves, as a Government, of tens of thousands of dollars, which they placed in their own pockets, as printers, regardless of their oaths of office, the interests of the Province, or the honor of the country.

How long this state of things would have been allowed to exist if the Opposition had not interfered, we are not prepared to say. Certain it is that it was in operation when Mr. Hill joined the Government in 1874, and continued in full blast—notwithstanding its exposure in 1875—until the middle of 1876! On the 17th March, 1875, Mr. Longley moved for, and (notwithstanding the opposition of members of the Government) succeeded in procuring a special committee on Public Printing (*Debates* 1875, p. 18). The committee was composed of gentlemen of both political parties, embracing, among others, Hon. A. Gayton, the present Commissioner of Mines and Works, and Mr. I. N. Mack, the present Speaker of the House. After nearly three weeks' investigation, the committee UNANIMOUSLY reported (*vide Journals of House*, 1875, App'x No. 21, p. 7) as follows:

Your Committee to whom was referred the investigation of the method and cost of public printing having, as far as seemed practicable, completed their labors, beg leave to report as follows:

We find, from the testimony adduced, that the Government have given, since the year eighteen hundred and sixty-seven, to whom they pleased, without tender or contract, the printing for the several Departments and Legislature.

That said printing has been enjoyed almost wholly by the proprietors of the following papers, viz.:

The "Acadian Recorder."
The "Morning Chronicle."
The "Citizen."

THAT NO ACCOUNT OR MEMORANDA WHATSOEVER HAS BEEN KEPT BY THE SEVERAL DEPARTMENTS WITH ANY OF SAID PROPRIETORS OF SAID NEWSPAPERS OF WORK GIVEN OUT TO THEM.

We find that the Printing for the Provincial Secretary's and Treasurer's Departments has been paid for by special warrants for that purpose, without any account being rendered by the printers until the end of the year, while in all other Departments this system has been to DRAW LUMP SUMS from the Treasury and pay it out for miscellaneous purposes, including public printing, as the Departments pleased.

Your committee feel they have been unable, OWING TO THE PERNICIOUS SYSTEM BY WHICH THE PUBLIC

PRINTING HAS BEEN PERFORMED, to arrive at the exact amount paid by the Province for that purpose; but that the sum is very large, and has not varied to any great extent since 1867 in the prices charged.

Your Committee wish to call attention to the fact that thus far in their researches they find \$26,682.50 has been paid out the last year for this service, yet the Financial Returns laid upon the table of the House show only a cost of Six Thousand Four Hundred and Sixteen Dollars (\$6,416)

While referring to the **INFERIOR QUALITY OF THE WORK** done in some cases, we cannot but seriously invite the attention of the Legislature to the **ENORMOUS PRICES CHARGED** for this service as shown by the tabulated statement hereto annexed marked A, which has been carefully compiled:

(Signed)

A. LONGLEY,
W. A. PATTERSON,
J. M. MACK,
D. MCCURDY,
D. B. WOODWORTH,
A. PUTNAM,
A. GAYTON.

A.

Public Documents.	PRINTERS	Mean estimated cost.	Actual Cost.
2,400 Copies....	Clt. Pub Com	\$166 00	\$11 00
2,000 "	"	219 00	550 00
2,000 "	"	178 00	500 00
500 "	"	48 00	150 00
200 "	Chas. Annand	36 00	150 00
4,000 "	Clt. Pub. Com.	332 00	1200 00
6 Issues, 2,400 ea		568 00	1200 00
		Barnes' Estimate.	
Envelopes for Examination		5 00	10 00
Papers, per M.....			
1,500 Forms Oath of Teachers		6 00	20 00
50 Teachers' Certificates		4 00	10 00
62½ qrs half-yearly Report.		31 25	10 00
31 Forms Questions A. B. C. D. E		93 00	178 00
42 qrs. Standard Examination Grade C. D		30 00	42 00
200 Deputy Examiners		3 00	8 00
25 qrs. Rules Examiners			
25 " Candidates Certifs.		20 00	40 00
300 Journal House of As'ly		1168 00	1696 00
200 " Legislative Council		25 00	1168 00
8,000 Cop'ies H. S., (4th series) ..		480 00	600 00

This is the most specific and crushing conviction of swindling and robbery ever recorded against any body of men. It not only exposes and condemns the whole system, giving the names of the swindlers, but gives particular acts of dishonesty, showing who committed them, and the amount of dishonest gains bagged in each case by the offending parties. Here, in the first seven items, Messrs. Annand and Vail are convicted in these items alone, of having cheated the Provincial Treasury, of which they were the sworn custodians, out of OVER THREE THOUSAND DOLLARS!! In the last item—the printing of the Revised Statutes—the Messrs. Annand are convicted of having dishonestly obtained over TWO THOUSAND SIX HUNDRED DOLLARS! Thus, in the printing of the very book that provides for the punishment of criminals, these persons deliberately committed an offence as base and brazen as any which its statutory force was meant to prevent. These facts, it will be seen, conclusively place this scandal on an entirely different footing from ordinary political charges. In the first place, the charges are brought home to the parties charged with remarkable directness and conclusiveness. In the next place, the conviction is UNANIMOUS, by a Parliamentary Committee composed of both parties, after full investigation and enquiry. Lastly, the charges have never been attempted to be denied even by the parties themselves.

It will be noticed, however, that the committee were "unable, owing to the pernicious system," to discover the full amount that Messrs. Annand, Vail, and Blackadar had bled the Province. They found, however, that in 1874, although the public returns only showed \$6,416 as paid for public printing, that Messrs. Annand, Vail and Blackadar had actually received during that year no less than \$26,582!! It is a quite reasonable supposition that, considering the departments from which they were unable to obtain any or full reports, that there could not have been less than \$30,000 bagged by these men during that one year.

The average of overcharge is shown to be at least 200 per cent., which would make their dishonest gains TWENTY THOUSAND DOLLARS PER ANNUM!! These practices having continued from 1867 to the middle of 1876, the people of Nova Scotia can thus easily calcu-

by the reign of Annand, Vail, and Co.

Only two defences have been attempted to be made for these scandalous proceedings. The first is that overcharges were made by Messrs. Grant Compton and Crosskill before 1867, and the second is that the Government remedied the evil by (in 1876) changing the system. The first allegation, even if true, could be no defence, inasmuch as none of these gentlemen were members of the Government, as Annand and Vail were. But it is a singular fact that, after having possession of all our public documents for eleven years, they have never been able to substantiate this statement in any one instance.

The second statement is no defence at all. The thief who had stolen your goods, might as well set up as a defence that he had since changed his habits; or some notorious corruptionist like Herman Cook or Major Walker, that he had since voted for a rigid election law. The important fact in the scandal is that nearly two hundred thousand dollars of Provincial money has been traced to the pockets of the proprietors of the "Chronicle," "Citizen" and "Recorder," which they have obtained by fraud, and

and no proceedings have ever been taken by the Government to compel them to do so. The very men who are shouting through their newspapers for actions to be brought against parties who are only supposed to have some few dollars of public money in their hands, do themselves stand convicted by the journals of the House of having nearly two hundred thousand dollars of public money in their pockets, which they obtained by practices more nefarious and dishonest than those of the thief, and which they still continue to retain. Why, we ask, has not Mr. Hill caused "suits in Equity" to be brought against Messrs. Annand, Vail and Blackadar for the recovery of this enormous sum? With a conviction outstanding for over three years against these men, Mr. Hill has not moved a peg, but to-day avails himself of the services of these very men, and the dishonest shoutings of these very newspapers, in order to secure his retention of power. If the electors of Nova Scotia can respect, and put confidence in such a man, or pay any attention to the utterances of such newspapers, we will have to confess to a mistaken estimate of their intelligence, their patriotism, or their honesty.

From 1867 to 1871, the Local Government confined its efforts in the matter of Immigration to paying Tom Morrison \$800 of public money per annum, and Mr. Morrison's services consisted solely of the vigorous and prompt collection of such salary. The story of how he came to be appointed and the kind of "services" he rendered in return is graphically told by Mr. Howe in one of his letters published in 1871. Mr. Howe says:—

At my suggestion, an emigrant agent was provided for by the Legislature with a salary of \$800 per annum. To this office Mr. Thomas Morrison was appointed, and it was presumed he would earn his wages. He was removed by the Government which succeeded mine, but came back to office after the first elections were run under Confederation. He has remained in office up to the close of last session, when, for very shame sake, the Government had to announce that the sinecure was to be abolished. I cannot compute exactly the amount of money which this person received for doing nothing, but may set it down in round numbers at about \$4,000. Under the new constitution he became an officer of the Local Government, and, for the last two years, he has earned his salary from Messrs. Annand and Wilkins by abusing his old friend Howe. As a public officer he was a failure; as an emigrant agent, utterly inefficient. Of all the money he has received, he has never given to the country \$50 worth of value. Yet this is one of the group of worthies, who has been turning up his eyes in holy horror at my fall from grace, when I accepted a public office, the duties of which I did know how to discharge. *This is one of the persons sent, with lungs of leather, to roar at my heels round the County of Hants, and who stood over my prostrate body in the School House at Nine Mile River, bellowing like a bull of Bashan, while I lay wrapped in my cloak, hardly able to hold up my head. That night I took to my bed, and could not renew the canvass for a month.* This old friend, whom I had appointed to office, never had the courtesy or humanity to say, "Howe, are you ill; shall we adjourn the meeting?" but stood, with his pockets stuffed with sovereigns, for which he had given no value, lecturing me, who had just increased your resources by \$2,000,000, on disinterestedness and public virtue.

There is of course one thing to be said in favor of this arrangement with Mr. Morrison; that while we undoubtedly lost \$800 per annum, our loss was limited to that amount, while in

jected to a much more extensive, quite as useless and dishonest speculation.

In 1872 the "system" assumed a much more aggravated form. In this year it was resolved, in order to put money in the pockets of a number of needy supporters, to pretend to the people of this Province, that they were carrying on a system of immigration. Under this pretence—for it was little else as we shall show—they drew from the Treasury of Nova Scotia for the last six years as follows:—

1872.....	\$2,202.51
1873.....	7,772.24
1874.....	8,499.56
1875.....	9,981.37
1876.....	8,885.80
1877.....	3,370.38

Total.....\$41,511.85

Thus, during the last five years, after our Crown Lands had all been squandered, and while our own people were leaving the Province in thousands, practically driven out by the dire depression that overspread the country, our Local Government were spending tens of thousands of dollars in a scheme of plunder, which they ironically called "Immigration." Any sane and honest man must admit the absurdity of any country, in the condition Nova Scotia has been in for the past five years, whose own people were largely unable to procure labor, or make a living, spending any money whatever in inducing immigration. But what makes this sham more ridiculous, and removes the expenditure of this \$41,506 from the category of "blunders" to that of "crimes" is; that the money was not honestly spent, even in that senseless scheme.

The two principal efforts to induce immigration which were ostensibly put forth, were, the bringing of some twenty families of French miners from Alsace, to work in the Pictou Coal Mines, and the settlement of some twenty-five

families of Icelanders, numbering not more than 150 souls, in Shelburne and Musquodoboit. The latter "effort" may be taken as a sample of the whole scheme. The Financial Returns show that the direct charges for the settlement and support of these people down to Dec. 31, 1877, (without counting the salaries of the two agents, or any other indirect cost) amounted to \$11,142.26 or \$74.28 per head!

The average cost per head for immigrants in the Province of Ontario for the past six years, *direct and indirect charges both included*, was only \$3.94. The average cost per head for immigrants, under the extravagant scheme of the Dominion Government for the past four years, *including all charges*, was only \$15.24! Here in Nova Scotia, however, the *direct* charges alone have been run up to \$74.28 per head.

It is almost needless to say that nearly the whole of this \$41,500 found its way into the pockets of members and supporters of the Local Government. The cloven hoof of William Annand is discovered in this, as in every other scandal that has disgraced our history for the past twenty years. He, and his virtuous son, Charles Annand, "absorbed" \$5,000 of it, being nearly ONE EIGHTH of the whole amount. Dr. Campbell of Inverness received \$2400 of it, which, with the \$300 he received for his vote on the Speakership, made up the price that the Grit party paid for the support of that distinguished statesman. Mr. Donald Archibald pocketed \$1058.50, FOUR HUNDRED DOLLARS OF WHICH WAS A DIRECT GIFT, and—as might be expected—supported Government the with the most amiable complacency and stupidity. His relatives in Musquodobott to the third and fourth generation, have "absorbed" some \$4,000 in addition. Three or four eminent Grits of Shelburne "absorbed" over \$2,000 more. Master Tom Robertson—eager to show his fitness

as a Grit politician—bagged about \$1,000 of it, enjoying several pleasure trips at the public expense. In fact this "scheme" was made to admirably serve the purposes for which it was designed—viz., *the filling of Grit pockets and the purchase of dishonest politicians.*

It is but little wonder that Mr. Hill has not dared to mention this scandalous swindling of the Treasury in his recently published address. He does indeed boast—though why we cannot say—that the Dominion Government has transferred Mr. William Annand to its list of pensioners, and that henceforth the Province will not be burdened with the support of that veteran public pauper. He claims credit for having paid Dr. Campbell no more than was necessary to buy him; but omits to give any detail of the sham it was necessary to perpetrate on this Province in order to make a pretext for giving that renegade any office whatever. Silence on this matter has certainly been wise, for neither Mr. Hill, nor any other man, can ever successfully defend, before an intelligent yeomanry, the incapacity, dishonesty, extravagance, and corruption, that has been the leading features of the so-called "Immigration scheme" of the Local Government of Nova Scotia.

TRAVELLING EXPENSES.

From the period of the establishment of Responsible Government the, Executive Council of Nova Scotia always contained two or three country members. These gentlemen, in attending meetings of the Council in Halifax, were paid out of the Treasury their *actual* travelling expenses, with \$4 per day for time actually spent by them in such attendances. Up to 1867, no complaint was ever made by either party, that any fraud

was ever committed by any gentleman holding such a position. The amount of such charges paid for the ten years preceding 1867 was as follows :

1857.....	\$ 583
1858.....	350
1859.....	738
1860.....	150
1861.....	185
1862.....	80
1863.....	506
1864.....	426
1865.....	704
1866.....	536

Total \$4556

For nearly seven of the above ten years, that awful "corruptionist," Dr. Tupper, was in power. They were the years before the completion of our Railways, and when travelling was thus at least doubly as expensive as at present. And during the whole of this time, there were two, and sometimes four, members of Government residing in the country. Yet, we see that the average cost per year was only \$455.

In 1867 the change of rulers brought a change of policy, and even this necessary practice was made a vehicle of robbery and corruption. For the ten years following 1867, the amount paid for these travelling expenses was as follows :

1868.....	\$920
1869.....	1,181
1870.....	994
1871.....	1,318
1872.....	1,098
1873.....	556
1874.....	1,868
1875.....	878
1876.....	1,808
1877.....	1,962

\$12,584

During these years our railways were completed, and every member of the Local Government had a free pass over them. At no time were there more than three members of Government residing abroad, and yet we see that the cost was about THREE TIMES AS LARGE AS FOR THE TEN YEARS PRECEDING 1867!

The reason for this enormous increase can be found in the statement of some cases. Mr. John McKinnon, of Why-

comagh, was elected in 1874 in opposition to the Government. He came to Halifax at the first of the session of 1875, attended the Opposition caucus, and freely expressed his desire for the overthrow of the Government. Before the end of the session he became a member of that same Government! Up to 31st Dec., 1877 (about 2 1-2 years) he had drawn for travelling expense, \$1,779 being over \$700 per annum! In order to show the fraudulent character of these payments the HERALD obtained an accurate statement—which can be verified by affidavit if required—of the number of times Mr. McKinnon attended meetings of Council, and the amount of time he spent in such attendances for the year 1876. During that year, Mr. McKinnon had drawn for travelling expenses, no less than \$945. The following was shown to have been his "attendances" during that year :

"After the House was prorogued in April, Mr. McKinnon remained a few days in the city, being principally engaged in attending to his private business. He returned to Halifax in May, arriving here on the 19th, and remained in Halifax for 16½ days. He came again on July 1st, and remained 2½ days, when he took a trip up the country, it is supposed to Truro or New Glasgow—certainly not to Whycomagh—and returned on the 22nd, remaining 5½ days. He did not visit the city again until December 12th, when he returned, and remained 17 days."

Making a total of forty-eight days' attendance, with three trips from Whycomagh to Halifax, and allowing two days each way in travelling would make just sixty days. The cost of a return ticket, supposing him to have come the longest way and paid full fare, which he did not, would be only \$16, or for the three trips \$48. Allowing \$4 per day for the sixty days—which is all he was entitled to—would be only \$240, which, added to the \$48, makes only \$288 to which he was honestly entitled! Thus, in one year, one member of Government received for travel-

ling expenses alone, \$637 to which he was not entitled!

Mr. COLIN CAMPBELL, of Weymouth, was elected in 1874 to support the Opposition. Within a few months after his election, he became a member of Government. He has also, during the last three years, although having a free pass from Digby to Halifax, managed to draw from the treasury of this Province not less than \$1,702, for travelling expenses! We leave it to the intelligent people of Digby County to consider, whether or not, he was honestly entitled to one quarter of the money. For our own part, we are confident that he was not.

Mr. BOB ROBERTSON, of Barrington, was kicked out of a Departmental office in 1871; he was "sore headed," and, in order to retain his vote, was made a member of Government, and his travelling expenses for the next three years (as shown by the Journals of the House) amount to \$1,962!

While Mr. Hill has made no mention of these exploits in his published address to the electors of Nova Scotia, it will be seen that they form an important chapter in the history of his Government. Mr. McKinnon—notwithstanding the frauds of which he has been convicted—is still a member of Mr. Hill's Government, and one of the Government candidates for the County of Inverness. Mr. Hill has therefore shouldered the whole burden of his sin, and is prepared to defend, and if continued in power perpetuate, such a system of rascality as we have here exposed. Hapily for the honor and credit of Nova Scotia, there is not much danger of either Mr. Hill or Mr. McKinnon being allowed any further opportunity for the practice of such a system of Government.

ROAD ADVANCES

For many years the Government of Nova Scotia was accustomed, upon certain contingencies, and under certain restrictions, to advance money to the various Counties of the Province, on account of the Road and Bridge service. The contingencies which generally called for such action were either the sudden sweeping away of some of the bridges in the County after the ordinary road grant had been exhausted, or the building of some large bridge; or the opening up of some road, requiring a larger expenditure than could well be taken from the County road grant of one year. The restrictions required that application for such advances should always be made—with reasons annexed—by the County members to the Government, and receive the concurrence of that body.

The practice was, anterior to 1867, always jealously guarded, as it was open to two serious objections, viz., it opened a door for the members for a county for one term to incur a debt, the amount of which would be spent by their supporters, but which their successors in the representation would have to pay; and as the counties never paid any interest for such advances, it was always to the amount of such interest a direct loss to the revenue.

For the four years immediately preceding 1867—during which time Dr. Tupper was in power—the amounts due to the Province were as follows:

1863,	\$18,904
1864,	15,157
1865,	35,090
1866,	31,022

This is a yearly average of \$25,292. As our railways were not then built, the necessity for the prompt repair of certain great roads, would make the claims for these advances much more imperative and extensive than they could possibly be in more recent years. And during these years our revenue was nearly TWO MIL-

IRON OF DOLLARS per annum, and the balance to our credit at the bank was seldom less than \$200,000, so that we were then in a much better position to loan \$25,000 than we are now, with a revenue of only \$650,000, and our bank account overdrawn to the extent of at least \$200,000.

It might almost seem incredible, but is nevertheless true, that our Local Government, notwithstanding our altered circumstances, has gone on increasing these advances from year to year, until on the 1st March last there was due from the various counties no less than \$129,262. OR FIVE TIMES THE AVERAGE AMOUNT which Dr. Tupper's Government advanced in the four years preceding 1867! In order to show the details of this enormous advance, by a Province itself over \$200,000 in debt, we republish a return laid upon the table of the House last session, in response to a request of Mr. Longley :

COUNTY.	DEBT AT END OF 1871.	PAID BY GOVERNMENT IN JANUARY AND FEB, 1872.		TOTAL DEBT 1st MARCH, 1872.
		1871.	1872.	
Antigonish.....	\$1,728 73	\$1 25		\$2,043 51
Amqui.....	1,516 40	2 20		3 23 68
Cape Breton.....	14,653 56	3 51 09		14,413 06
Cochet.....	983 80	1 401 32		2,400 12
Cunbarland.....	4,667 22	780 75		4,648 07
Elgby.....	1,721 06	2 738 69		4,480 25
Guysboro.....	6,647 39	4,145 01		10,792 40
Halifax.....	5,217 62	1,416 70		9 634 22
Hants.....	2,843 06	2 721 28		6 563 34
Inverness.....	96,384 61	11,653 93		32,068 54
King.....	3,461 05	202 16		2 793 21
Lunenburg.....	1,461 26	2 417 35		4 683 89
Platon.....	2,241 16	3 919 87		6 161 83
Queens.....	543 23	360 81		910 17
Richmond.....	3 160 22	813 64		4 002 86
Shelburne.....	1 157 91	5 494 84		7 652 75
Victoria.....	5 235 84	3 733 13		11 368 97
Yarmouth.....	376 43	1 2 00		498 43
		\$45,044 29		\$129,262 06

The criminal character of these transactions may be seen from the following facts:

1st. At the time these advances were made, the Province was about \$200,000 in debt, *was itself paying interest on that sum*, and yet this \$130,000 is advanced to a few counties without a cent of interest being paid, the Province thus making a direct financial loss of \$6,500 per annum.

2nd. The amount is out of all proportion to the amount the Counties could honestly require. If the "extraordinary" road services of the Province could be met before 1867 by \$25,000 per year it is obvious that this advance of \$130,000 must have been for other than legitimate purposes.

3rd. The advances are so large to some counties as to render their collection practically impossible. For instance, the County of Inverness, the annual road grant of which is only \$11,220, would have to be deprived of any road grant whatever for three years, in order to pay off its debt, a proceeding at once unreasonable and impossible.

4th. No good has resulted to the Counties receiving these large advances, since the money has been mostly squandered. In fact much harm has been done them by being thus plunged deeply in debt, as the credit which they could otherwise command, in case of emergency, is totally destroyed.

5th. These road advances, like everything else that the Local Government could control, have unmistakably been made an engine of robbery and corruption. The enormous advances to Inverness were made immediately after the purchase of Dr. Campbell and John McKinnon by the Government; the advances to Victoria, shortly after the purchase of McCurdy; while the debts of Cape Breton and Guysborough were evidently rolled on them in order to buy support for Messrs. White and Weeks, these men, with McKinnon, of Inverness, being all members of the Government. What is worse, the money was,

in many cases, advanced, *simply to provide the members, or some of their mercantile supporters, a means for collecting their debts.* Commissions were given out in districts where the member (a merchant) did business; when the work was done, the Commissioner (a debtor) brings the Commission to the member, and takes a receipt on account; the member puts the order in his safe, which is the same to him as so much money collected from men who could not otherwise have paid him! This system has been going on with marked success *and with the full knowledge of the Government* in several counties for several years. And it is to this system that we owe in a large measure the enormous debts which several of the counties have left to them, as a parting legacy, by men who have lately been their representatives.

It is but little wonder that Mr. Hill has passed over this proof, not only of his incapacity, but of his dishonesty, without a word. His silence will not, however, prevent the people of Nova Scotia from expressing their opinion of this and his numerous other transgressions, at the approaching election.

THE WESTERN COUNTIES RAILWAY SWINDLE.

Nothing in the history of Mr. Hill's party and government shows their incapacity to govern more strikingly than their railway policy, and nothing shows their actual dishonesty in a more marked degree than the manner in which they have carried out that policy. The history of this county—and as far as we know of no other British colony—contains anything more disgraceful than the Western Counties Railway swindle. The criminal disregard of law by the Government, which enabled the swindle

to be perpetrated, the enormous amount of money swindled out of the Province and the counties of Digby and Yarmouth by the transaction, and the continued friendship and log-rolling between the Government and the swindlers, since the discovery of the frauds, all serve to demonstrate beyond shadow of doubt the deep and disgraceful rascality of Mr. Hill and his government:

The County of Yarmouth having determined to be connected by railway with the rest of the Province, made such provision for assisting the scheme as should entitle it to the greatest sympathy and respect. In addition to providing the right of way free by the county, the town of Yarmouth subscribed \$100,000 to the undertaking. The County of Digby also agreed to assess itself for the right of way. The Province of Nova Scotia agreed to contribute, by way of subsidies, as follows:

1st.	Cash subsidy out of the pockets of the people of Nova Scotia.....	\$480,000
2nd.	180,000 acres of the lands of the people of Nova Scotia, worth.....	150,000
3rd.	Government interest in the Railway from Windsor Junction to Windsor (32 miles), worth.....	800,000
Total.....		\$1,630,000

In June, 1874, a company engaged for these simple considerations to build this road, and have the same finished May, 1877. Their agreement gave them the railway to Windsor *whenever they asked for it*, the Crown Lands *whenever they asked for it*, and the subsidy as follows:

"So soon as it shall be made to appear on a certificate from an Engineer appointed by the Government, that at least \$40,000 shall have been *bona fide* expended in actual expenditure on the said railway, the said Government of Nova Scotia will pay to the said parties of the second part or their assigns the sum of \$20,000 as a portion of such subsidy or aid, and so in like manner from time to time, *pro ra* until the whole of the said road or railway shall be fully completed, and in efficient operation, when the balance of such aid of eight thousand dollars per mile for the said railways, and no more shall be paid to the said parties."

These terms were established by statute and seem sufficiently liberal for any requirement, but they were not liberal enough for our Government. Instead of paying the subsidy, as the Law and the contract plainly required, in the proportion of \$1.00 for every \$2.00 *bona fide* expended by the company of *their own money*, they went on paying out the subsidy practically as they were asked for it. The Opposition protested, but the Government went on just the same.

In December, 1876, the company stopped work. People asked the reason, and at the beginning of the session of 1877, the Government put the following statement in the Governor's Speech:

4th. The works of the Western Counties Railway have also been carried on during the past summer and autumn, and although OPERATIONS HAVE BEEN TEMPORARILY SUSPENDED FOR A FEW WEEKS OF INCLEMENT WEATHER, I am assured THEY WILL SHORTLY BE RESUMED and carried forward to completion.

Further on in the session, the Government laid on the table of the House the following interesting account:

Advances Western Counties Railway.

1876.	February 2.	To Cash per former Statement.....	\$343,151 45
" 23.	"	" Cash.....	28,400 00
March 21.	"	" ".....	36,550 00
April 28.	"	" ".....	20,076 00
May 25.	"	" ".....	45,550 00
June 12.	"	" ".....	26,053 00
July 3.	"	" ".....	9,000 00
August 2.	"	" ".....	9,154 00
" 7.	"	" ".....	13,500 00
" 15.	"	" ".....	10,080 00
Sept. 1.	"	" ".....	13,938 00
October 16.	"	" ".....	16,000 00
Nov. 4.	"	" ".....	15,485 00
" 11.	"	" ".....	8,022 00
Decr. 4.	"	" ".....	10,438 00
1877.	Jany. 5.	To Cash.....	14,713 00
" 20.	"	" ".....	28,800 00
Feby. 5.	"	" ".....	35,287 00

\$679,197.45

The public mind began to wake up when this little bill was presented, revealing the fact that THE WHOLE SUBSIDY, WITH THE EXCEPTION OF SOME \$800, HAD BEEN PAID!! After a severe battle with the Government, Mr.

Woodworth succeeded in getting a committee to enquire into the matter. Mr. Dan McDonald, ex-M. P. P., with characteristic self-respect, appointed himself chairman. An investigation was held, when it was discovered:

1st. That the road was not half built.

2nd. That not a mile of the road was finished.

3rd. That the company or the contractors, or whoever were building the road, had not spent a cent over and above what they had received from the Government and the Counties of Yarmouth and Digby.

4th. That two sections of the "road" so-called were little else than heaps of rubbish; and

5th. That the work had not been "temporarily suspended for a few weeks of inclement weather," but had stopped because the funds (the Government subsidy) were exhausted. That the Government knew this, and the statement put into the Governor's Speech was a deliberate falsehood.

The evidence of rascality and jobbery was poured in on the committee so overwhelmingly, that the Government members of the committee refused to attend to hear further evidence, and Mr. Dan McDonald, who had for nearly a whole session been thus trying himself, packed up his traps and started for home, without making a report.

Here is some of the evidence given as to character of the road:

ARCHIBALD WALKER.

Had worked on section 4 and 5, on which case he had seen embankments 7 feet in height, the foundations of which to the height of 3 or 4 feet from the ground were composed of brush and logs! This was on firm ground, and near a side hill, near a lake. The embankments in both sections 4 and 5 were thus built of logs and brush: Hundreds of feet of embankments were thus built. Sometimes 70 feet at a stretch, sometimes only 20. I saw several places where there were 100 feet at a stretch. These embankments should have been built of earth and stone.

THOMAS LOWE.

Thomas Lowe was dump-man on section 4 in the year 1874-5. Knew all about the embankments on these sections.

they were built of logs and brush. *Know of four embankments thus built.* There were several a hundred feet long, and the third part of them were logs. One in particular was 500 feet long and four feet deep, and almost entirely built of logs! The ground here was hard, and but very little swampy. The embankment could have been made of earth. The embankments on section 4 were also on hard ground. EMBANKMENT HERE 200 AND 300 FEET LONG, AND FIVE FEET IN DEPTH, WITH NOT MORE THAN SIX INCHES OF EARTH ON TOP. They were then up to formation level.

J. E. EVANS.

J. E. Evans was a railway contractor on sections 1 and 2. Went over the line with McNab and one or two others; passed the embankment at Stockall Shanty. The embankment was 3 feet high, and nearly all brush and logs. McNab asked him if that was the way he built his work. Said, no, he was not in the ring.

FINLAY McDONALD.

Have worked on other railways, but never saw brush and logs used in similar places. The land, so far as I worked on it had a very hard strong bottom. Embankment was 5 to 7 feet high. Brush was piled up so high that we could scarcely distinguish from one cross head to another. It is all covered up. All the embankments I worked on in section 4 had brush in them. Have heard of an embankment on section 3 taking fire. The one at Stockall shanty.

PHILIP MCLEOD.

Was foreman on W. C. Railway on sections 2, 4 and 6. On section 4 was foreman on about a mile. Built 3 embankments on hard soil, on rock sometimes. The embankments were 1,200, 1,100, and 800 feet long. The one 1,200 feet long was from 12 to 2 feet deep; about 7 feet of brush was put in it. I was ordered to do so by the walking boss, Schurman. Saw Puttrell there; he told me to put the brush in. I told Puttrell and Schurman it was not right to put it in. In the one 1,100 feet long there were 2 feet of brush to 3 feet of earth. Puttrell told me to put it in. No brush in the one 800 feet long. One near the one 1,200 feet embankment on so hard a bottom we could not drive a stake in was built in the same way.

ANGUS MCLEOD

Was foreman on sec. 4 from 1st. August, '74. Worked at next cutting to last witness. I built three embankments—one on middling soft ground, the other two on hard land—one was 700 feet long, and one 500. The 700 feet one was 5 or 6 feet on the lower side. Put in logs. Put them in on Puttrell's order. He "spoke hard against me" for not putting them in. In the 500 feet one, put in brush. The 700 feet one was on very hard ground; the 500 feet one on a meadow, over which I have driven teams. The grade was lowered on the embankments and raised in the cuttings. Was ordered to do so by walking boss Schurman. This would greatly reduce

the work. A gang of men were chopping out the road, and putting the chopping into the centre of the road for the embankment on hard ground. I stand six feet, and when I was on one side of the brush heap I could not see a man on the other.

JAMES G. FRASER, C. E.,

who visited the embankments, and opened them in the spring of 1877, gave the following sworn statement of what he found:

"I found an accumulation of brush, stumps and logs, with only about a foot of earth on top. There was a subsidence of some 18 inches over a length of 150 feet. The logs were laid promiscuously. * * * I opened the embankment at Little Lake in four places. The soil is very hard; no swamp whatever. I found a promiscuous assortment of logs, stumps, brush and earth. The logs are decaying very fast, and the road sinking rapidly. There was ten feet that had not more than 4 inches of earth on top of the rubbish. I never saw the like before. No train should ever be sent over such a place. * * * In two places I found logs and brush within 2 feet of the top. The logs were decaying, and the road sinking; the rails were "kinked"; the banks had given way, so that the sleepers had nothing to rest on. * * * There was no need of any brush in any of the places I visited."

HUGH McDONALD.

one of the most upright men, and best informed railway contractors in the Province who was with Mr. Fraser when the embankments were opened, in his sworn testimony said:

"I am a contractor, and know how railways should be built. We made a thorough test of all the embankments mentioned. I am interested in the road, and my evidence is prejudicial to myself. The McLeods in their statements, in regard to the soil, told the truth. To the best of my knowledge, Lowe, F. McDonald and Walker told only the truth. Their statements were not exaggerated as far as those embankments we opened. In some cases we found the embankments worse than they described. From my careful inspection of the road, I am in a position to state most positively that any witness that stated these embankments were well built, stated what was not true. I swear so most positively, and can prove it at any time. The test we have applied is the only sure way of discovering the true character of the road. I have been employed on the road since October, 1873, superintending its construction. I have been employed on other roads in construction. I never saw such embankments on any other road. I consider them simply dis-

graceful. I would not have the name as a contractor of building such embankments.

There was still another dishonest trick in the construction of this "road" exposed by the witnesses examined before the committee. It was proved that in many cases, after the surveys had been approved by the Government Engineer, THE GRADES WERE CHANGED, so as to make the work materially less, and the "road," if possible, still more worthless. This was proved by Hugh McDonald, and other witnesses, and was admitted by Schurman, in his cross-examination. He said:

"I remember lowering the fill and raising the cutting on section 4. I had an order from Samuel Rverson, and Frank K. Iham. They told me verbally to do so. This is all I remember being done. I won't swear that was the only cutting that was "raised." The grade was changed 3 inches in each 100 feet."

It was further proved that the grossest frauds had been practised on the Province—no doubt with the consent of the Government—in the payment of the subsidy.

GEO. S. CUTTEN

in his evidence said:

Have received on Section 10 \$71,000. Contracted for \$94,000 lump sum, with \$8,000 extras. On Section 9 have received \$9,600. Our estimates on Section 10 were from \$5,000 to \$12,000 per month. By the journals of the House of 1875 the estimates of expenditure on the line show that the Government paid the subsidy on an expenditure of \$41,600 for work for which I received \$5,600, and when the work was finished for which I got \$9,600 the GOVERNMENT HAD PAID ON \$76,600!! The company retained out of all \$1,800 for work which they said I had not done, but on which they have expended not \$100. On section 10, on section 12, for work for which I received \$71,000 the Government paid on an expenditure of \$20,000.

THE WESTERN COUNTIES RAILWAY SWINDLE.

SECOND ARTICLE.

The evidence given before the committee completely established the scandalous character of the work already done on the road. Every contractor

was examined, and the cost of the road to the Builders was proved to have been not more than \$885,000. It was shown that for this amount of work they had drawn from the Province in cash \$679,000; from the sale or mortgage of the Crown Lands granted them by the Province \$75,000; from the Township of Yarmouth \$100,000; and from mortgage bonds on the road thus constructed \$75,300; making a total of \$929,300, drawn directly and indirectly from the people of this Province for work which only cost \$885,000. AND WHICH IS TO-DAY UTTERLY WORTHLESS! In addition to this, the counties of Yarmouth, Digby and Annapolis were compelled to assess themselves and pay for the right of way and fencing of a road which will never be finished, and which has been rendered impossible of construction by the criminal misconduct of the Government.

The Report of the Engineer (*vide Assembly Journals 1877*.) shows that at the time the work stopped there was \$700,000 worth of work remaining to be done. To this must, however, be added the cost of re-constructing sections 4 and 5, say \$65,000; and the deterioration of the road since December 1876, which competent engineers tell us will not be less than 20 per cent, or \$175,000, making the total amount required to finish the road \$940,000! No Company in the world can ever raise this money for the finishing of this road, without Government assistance, and if Mr. Hill remains in power, and carries out the Railway Schemes to which he is pledged, the Province of Nova Scotia will neither have money nor credit to assist the Western Counties Railway or any other scheme.

Mr. Plunkett spent the summer of 1877, trying to raise money with the credit of the Province to assist him, AND FAILED. He has spent all the summer of 1878 trying to raise money, assisted with the credit of the Dominion

Government, and has failed to do so. The project is certainly very hazardous for the road ever being finished, and no municipal or railway authority we have consulted considers it possible that it can ever be completed.

This being the case, let us see what has produced this great loss and calamity to the Province of Nova Scotia, and the Counties of Yarmouth and Digby. There can be no doubt that the difficulty has been principally produced by the violation of law by the Government in the payment of the subsidy. Sec. 3, cap. 12, of the Act of 1874, says:

"And so soon as it shall be satisfactorily proven to the Governor in Council that any of such companies shall have bona fide expended the sum of forty thousand dollars in accordance with the provisions of the Act, the Governor in Council shall be lawful for the Governor in Council, as to works on the several roads in progress, to pay to such company the sum of twenty thousand dollars as a portion of such aid, and so on in like manner from time to time, pro rata, until the whole of the road undertaken by such company shall be fully completed and in full of operation. . . . when the balance of such aid . . . shall be paid."

In the face of this clear and emphatic law, the Government have paid out the whole subsidy before the road was more than one-half finished. The report of their own Engineer (before referred to) only claims that \$1,300,794 worth of work had been done when the road was stopped. This shows that the Government had actually paid out, according to their own showing, MORE THAN ONE HALF WHAT HAD BEEN EXPENDED ON THE ROAD! Instead of paying only one-third as the law plainly required, they have, according to their own showing, paid out more than one-half, and according to the sworn evidence before the committee, nearly the whole amount expended!

The whole trouble has therefore come from the wilful and direct violation of law by the Government, and if the noble county of Yarmouth is to day suffering from taxes for a railway which will never be finished, it can only thank the Government of Mr. Hill, which is late misrepresentatives so persistently and stupidly supported.

